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In the specification:

Replace the paragraphs starting on page 6, line 28 and ending on page 6, line 35 with:

Fig. 4 is a partial, cross-sectional view of the end of the gearbox housing, with the sleeve of the present invention mounted therein;

Fig. 5 is a partial, cross-sectional view of the end portion of the gear housing shown in Fig. 4, with the gear shaft mounted therein, prior to the formation of the thrust bearing surface according to the present invention; and

Figure 6 is a partial, cross-sectional view of the end portion of the gear housing shown in Figures 4 and 5, with the gear shaft mounted therein, showing a gap between the end portion and the sleeve.

Please replace the paragraph starting on page 8, line 28, and ending on page 9, line 5, with:

According to a unique feature of the present invention, the inner diameter of the sleeve 32 is slightly oversized or larger than the outer diameter of the tip end portion 16 of the shaft 10. This provides radial spacing which allows the tip end 16 of the shaft 10 to freely rotate within the sleeve 32 and without contacting the inner diameter surface of the sleeve 32 during normal operation (as best seen in Figure 6). However, when excessive radial forces are exerted on the shaft 10, the tip end portion 16 of the shaft 10 will flex bringing the outer diameter of the tip end portion 16 into engagement with the inner diameter of the sleeve 32. The sleeve 32 resists further radial movement or deflection of the tip end 16 of the shaft 10 so as to support the shaft and reduce noise and friction during rotation of the shaft 10.

In the claims:

1. (Twice Amended) In a motor/gear drive having a cantilevered shaft with a worm gear carried thereon and a free tip end portion with an outer